

Rohnert Park

Commitments to meeting
community greenhouse
gas reduction goals.



5.5 Rohnert Park

This section presents the community greenhouse gas (GHG) emissions profile specific to Rohnert Park and the measures that the City of Rohnert Park will implement, with the support of the RCPA and other regional entities, as part of the regional approach to reducing GHG emissions.

5.5.1 Community Summary

Rohnert Park is located approximately 50 miles north of San Francisco and is bordered by the cities of Cotati to the southwest and Santa Rosa to the north. By automobile, Rohnert Park is accessed regionally from U.S. 101 and State Route (SR) 116. U.S. 101 travels north-south through Rohnert Park, connecting the City to Mendocino County on the north and the San Francisco Bay Area to the south. SR 116 is connected to U.S. 101 and to cities and destinations including Sebastopol, the Sonoma Coast, and the Russian River to the west; Petaluma to the south; and the Sonoma Valley to the east.

Modeled on the neighborhood unit concept, Rohnert Park was established in 1956 as a master-planned city. The neighborhood unit concept emphasized the development of cities as a series of neighborhood units, with single-family residences organized around a centrally located school and park. Commercial areas were planned at the periphery of each neighborhood unit.

Rohnert Park has a designated stop on the SMART commuter rail line, which is expected to start service in late 2016. The SMART line will connect the major cities of Sonoma and Marin Counties along U.S. 101, from Cloverdale to the Larkspur Ferry Terminal. Rohnert Park is located approximately midway on the planned SMART rail system and is one of 10 SMART stations planned in Sonoma County, which also include neighboring Cotati, Santa Rosa, and Petaluma. In 2013, the City received the Priority Development Area (PDA) planning grant from the Metropolitan Transportation Commission to prepare a PDA Plan to leverage the coming SMART station and Multi-Use Path (MUP) to support creation of a transit-oriented, pedestrian-friendly downtown for Rohnert Park. The PDA Plan also promotes infill growth supporting development of Central Rohnert Park as a complete community, with a mix of uses and greater range of transit, bicycle, and pedestrian circulation options.

Both the SMART commuter train and the MUP are intended to provide alternative forms of transportation, potentially reducing vehicular congestion on U.S. 101 and related GHG emissions.

Demographics

Rohnert Park spans 7 square miles and had a population of 40,971 as of the 2010 census. In 2020 the population of Rohnert Park is expected to be 55,329, an increase of 35% over 2010. Employment in the area is expected to increase by 43%. Rohnert Park's demographic composition in 2010 was 76% White, 2% African American, 1% Native American, 5% Asian, 0.4% Pacific Islander, 10% from other races, and 6% from two or more races. Persons of Hispanic or Latino origin were 22%.

As shown in Table 5.5-1, growth in population, housing, and jobs in the City is expected to occur moderately over the planning period.

Table 5.5-1. Rohnert Park Socioeconomic Data

	Actual			Projected		
	1990	2010	2015	2020	2040	2050
Population	36,326	40,971	42,590	47,232	50,804	54,581
Housing	13,404	16,143	16,941	18,787	20,208	21,710
Employment	15,288	15,038	17,393	21,460	21,460	21,460

Socioeconomic data were derived from the SCTA travel demand model and incorporate input from the City based on its internal planning forecasts.

According to the 2010 Census data, the City of Rohnert Park is majority owner-occupied with 54% of housing units owned and 46% rented.

Energy and Water Use

Compared to households in the county as a whole, Rohnert Park households use less electricity, natural gas, and water. They also use less electricity, natural gas, and water than households statewide.

Table 5.5-2. Rohnert Park, County, and State 2010 Average Energy and Water Use (per household, per year)

	Rohnert Park	County	State
Electricity (kWh)	6,039	7,042	9,320
Natural Gas (Therms)	392	413	512
Water Use (Gallons)	62,733	75,810	107,869

Sources:

City Data: provided by PG&E (energy) and by the City of Rohnert Park Urban Water Management Plan.

County Data: provided by PG&E (energy) and the cities or their Urban Water Management Plans (water).

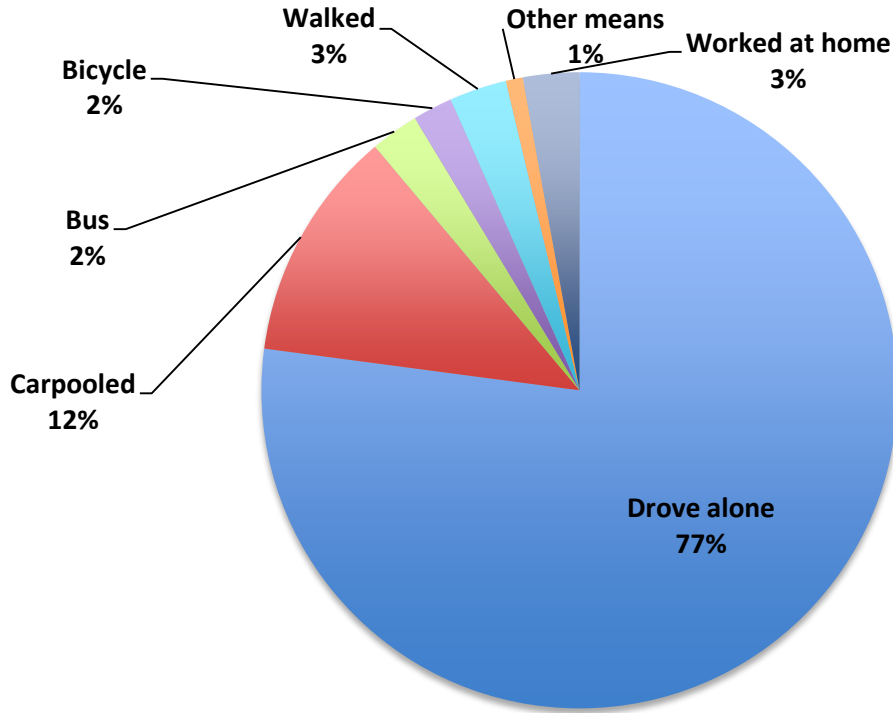
State Data: U.S. Energy Information Administration 2009, U.S. Geological Survey 2014, California Department of Finance 2015.

kWh = kilowatt hours

Transportation Commute Modes

In inventory year 2010, most Rohnert Park residents (77%) drove to work, with 12% carpooling. According to Census data, it takes residents of Rohnert Park an average of 27.7 minutes to get to work (U.S. Census Bureau 2014).

Figure 5.5-1. Modes to Work in Rohnert Park in 2010



Source: U.S. Census Bureau 2014: American Community Survey 2006–2010

5.5.2 Rohnert Park's Existing Actions to Reduce GHG Emissions

Rohnert Park has already taken a number of steps to reduce energy use, promote renewable energy use, and other actions that have been helping to reduce GHG emissions. The City has adopted the following ordinances and General Plan policies that help to reduce GHG emissions and will support the implementation of the formal GHG reduction measures in this CAP.

- Building Energy
 - Green Building Ordinance: Municipal Code Chapter 15.16.020. Adoption of CALGreen Tier 1 residential and non-residential voluntary measures as mandatory.
 - Residential Retrofits: Energy Upgrade California in Sonoma County – Whole House Upgrade Program.
 - Residential Appliance Upgrades: Programs through PG&E and other agencies.
 - Solar Installations at Residences: Energy Upgrade California in Sonoma County – Whole House Upgrade Program.
 - Solar Action Alliance/Solar Sonoma County program.
 - Climate Action Projects Completed for energy efficiency:

- Lighting Retrofit (2001)
- APS Measures (2006)
- PV APS Package (2006)
- Computer Network Controls (2009)
- PV-New City Hall (2009)
- LED Christmas Light Replacement (2009)
- Staff Energy Efficiency Coordinator (2010)
- HPS to LED A – Park Lights Project (2010)
- Countywide Building Retrofit Program (2011)
- Energy Efficiency Conservation Block Grant Program: Develop, promote, implement, and manage energy efficiency and conservation programs.
- Land Use and Transportation
 - Bicycle and Pedestrian Master Plan.
 - Zero Emission Mobility Program: Initiate a fleet of zero emissions vehicles.
 - AB 118 Alternative Fuel Vehicle Grant.
 - Urban Growth Boundary – General Plan Goal: Chapter 2.4 – Goal LU-A. Maintain a compact urban form with a defined UGB. Ensure land surrounding the City is maintained for open space.
 - Rail Service and Transit Center – General Plan Policy: Chapter 4 – Policies TR-33 through TR-34. Continue efforts to develop commuter rail service along Northwestern Pacific right-of-way and evaluate and implement a multi-hub transit corridor along Rohnert Park Expressway that incorporates a rail station, bus transfer station, frequent shuttles to Sonoma State, and parking.
 - Increased Bus Stops and Shelters – General Plan Policy: Chapter 4 – Policies TR-30 through TR-32. Determine locations of new bus stops in conjunction with increased transit service routes, require stops and shelter in conjunction with new development, and ensure stops and shelters comply with standards set in TR-32.
 - Increased Transit Service – General Plan Policy: Chapter 4 – Policies TR-28 through TR-29. Work with Sonoma County Transit and Golden gate transit to increase bus service, expand bus system for newly developed areas, explore the feasibility of a Sonoma State University campus shuttle and student discounts for transit.
 - Trip Reduction Ordinance: Municipal Code Chapter 10.80. All employers within the City of Rohnert Park with 100 or more employees at an individual job site shall disseminate trip reduction information regarding transportation alternatives including carpools, vanpools, transit and bicycling, and other methods of reducing trips such as telecommuting,

compressed work week, and flexible work hours annually to each employee and to all new employees as they are hired.

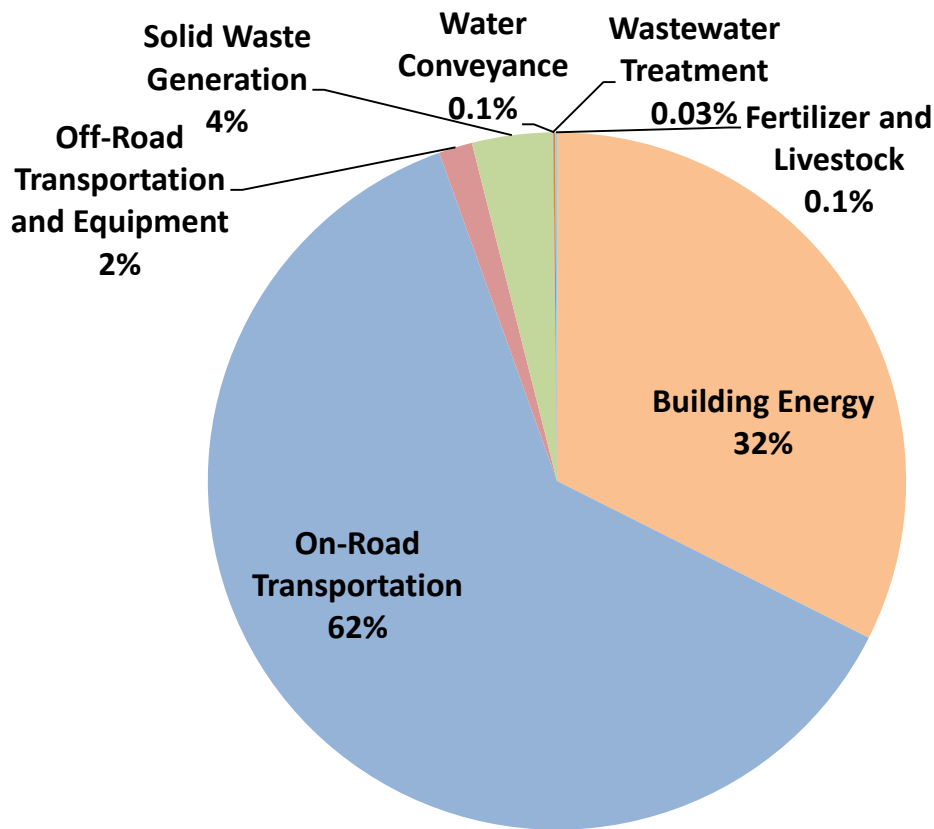
- Transportation Demand Management for Carpools – General Plan Policy: Chapter 4 – Policy TR-22. Adoption of a non-mandatory employer-based transportation demand management program for Rohnert Park businesses. Intended to reduce the use of single-occupancy vehicles for the commute to work.
- Alternative Transportation: General Plan Goal TR-F – Chapter 4. Encourage alternative modes of travel including transit, bicycle, and walking.
- Parking Policies: reduced auto parking requirement for commercial to increase bike parking/storage. Also recognize compact car, preferential parking for EVs, hybrids.
- New Parking Standards for Mixed Use Development – General Plan Policy: Chapter 4 – Policy TR-25. Reduce parking requirements for mixed used development, allow shared parking facilities, and cash-in-lie payments for required parking in mixed use areas.
- Idling Ordinance: Limited number of drive-through with “general” prohibition.
- Bicycle Circulation – General Plan Policy: Chapter 4 – Policies TR-39 through TR-43. Update Bicycle Master Plan to incorporate Class I bikeways, implement design standards for bikeways, ensure continuous and interconnected bikeways, and establish bike parking requirements in the Zoning Ordinance.
- Pedestrian Circulation – General Plan Policy: Chapter 4 – Policies TR-37 and TR-38. Provide continuous sidewalks along all existing and future streets, and establish pedestrian-friendly amenities along streets running through mixed use, high residential, public, or park areas.
- Water and Wastewater Efficiency
 - Water Waste Regulations: Municipal Code Chapter 13.62. Promotes the efficient use of the entire water supply provided by the City; to eliminate the intentional or unintentional waste of water when a reasonable alternative solution is available; and to prohibit the use of equipment that is wasteful.
 - Water Shortage Emergency Plan: Municipal Code Chapter 13.66. Voluntary Conservation. Achieve an overall system-wide reduction goal of 10%.
 - Conservation Devices – General Plan Policy: Chapter 5 – Policy PF-15. Continue to require water-conserving devices for all new development.
 - Non-Residential Development – General Plan Policy: Chapter 5 – Policy PF-16. Require non-residential uses to implement water conservation practices as a condition of development
 - Rebates – General Plan Policy: Chapter 5 – Policy PF-18. Work with SCWA to offer rebates on non-residential water usage.

- Water Audits for Businesses – General Plan Policy: Chapter 5 – Policy PF-20. At the request of businesses, conduct water audits and work with them to develop plans for reducing wastewater and discharge.
- Water Conservation Program – General Plan Policy: Chapter 5 -Policy PF-22. Adopt a comprehensive water conservation program for City employees.
- Best Management Practices – General Plan Policy: Chapter 5 – PF-23. Continue to implement water conservation BMPs.
- Water Conservation Rate – General Plan Policy: Chapter 5 – Policy PF-25. Adopt a tiered water rate schedule that increases cost as the quantity of water used increases; and/or provides seasonal rates or excess-use surcharges.
- Climate Action Projects Completed for water conservation:
 - Pool Covers (2006)
 - Decommission Community Center Fountain (2010)
 - Pump Measures (2006)
 - Tank Booster Station Improvement Projects (2008)
 - Pool Pump Measures
 - Pump Measures – Savings Criteria \$1,500 (2010)
 - Closure of 1 Community Pool (2010)
- Mandatory Conservation: System-wide reduction of 20% by making all voluntary measures mandatory.
- Urban Forestry and Natural Areas
 - Open Space Protection – General Plan Policy: Chapter 2.4 – Policy 2.4.2. Adjust UGB to protect agricultural or open spaces.
 - Open Space Designation – General Plan Policy: Chapter 5 – Policy OS-1. Ensure that land in the Planning Area designated as Open Space in the General Plan is maintained.
 - Specific Open Space Buffers – General Plan Policy: Chapter 5 – Policy OS – 2. Dedicate open space buffers along Petaluma Hill Road as part of the University District and Northeast Specific Plans.
 - Northwest Community Separator – General Plan Policy: Chapter 5 – Policy OS-4 through OS-4B: Requires 180 acres of land to be preserved in the Northwest Community Separator.
 - Acquisition of Open Space Land – General Plan Policy: Chapter 5 – Policy OS-4D. Adopt a mechanism to ensure open space protection from development either through mitigation or payment of a fee in lieu of acquisition.

- Open Space Aggregation – General Plan Policy: Chapter 5 – Policy OS-5. Ensure open space parcels are aggregated to the maximum extent feasible to avoid piecemeal acquisition.
- Creek Protection – General Plan Policy: Chapter 5 – Policy OS-7. Use creek protection zones for permanent public open space and compatible conservation purposes.
- Wetlands Potential – General Plan Policy: Chapter 5 – Policy OS-8. Explore the feasibility of integrating wetlands and vernal pool areas with new development or open space areas.
- Parks, Recreation, Open Space Plan – General Plan Policy: Chapter 5 – Policy OS-10. Prepare a Parks, Recreation, and Open Space Master Plan.
- Natural Resource Protection – General Plan Policy: Chapter 2.4 – Policy 2.43. Add lands to the UGB to exclusively protect natural resources.
- Wetland Conservation – General Plan Policy: Chapter 7 – Policy EC-5. Requires delineation of wetland and biological habitats in areas where development is set to occur.
- Wetland and Restoration Funding – General Plan Policy: Chapter 7 – Policy EC-6.
- Tree Planting Ordinance: replacement of trees if the ones removed are not sick/unsafe, or pay an in-lieu fee for trees to be planted by the City.
- General
 - Resolution No. 2007-164 and Plan C. Adoption of GHG Emissions Reduction Action Plan Analysis.
 - Approval of the GHG Emissions Reduction Action Plan Analysis. Adoption of “Plan C.” Approval of the GHG Emissions Reduction Action Plan Analysis.

5.5.3 Greenhouse Gas Inventory and Forecast

Figure 5.5-3. Rohnert Park 2010 Community GHG Inventory by Sector



Rohnert Park's inventory follows a similar trend to the other communities in Sonoma County and the state. The majority of GHG emissions are from the on-road transportation sector (62%) due to fossil fuel combustion. The next largest sector is building energy (32%), which is due to the fossil fuel used to make electricity and natural gas used in homes, schools, businesses, and industrial practices. Residential uses account for most (65%) of the building energy emissions in Healdsburg. Commercial uses account for 35% of building energy emissions. The other categories of emissions are much smaller in comparison to building energy and on-road transportation.

In Rohnert Park, total GHG emissions generated by community activities in 2010 were 264,260 MTCO₂e, which is approximately 10% of countywide GHG emissions in the same year. This is a 9% decrease from estimated 1990 emissions, which were 291,320 MTCO₂e. Table 5.5-3 shows the 1990 backcast, the 2010 inventory and business-as-usual (BAU) forecasts for 2015, 2020, 2040 and 2050 for the City of Rohnert Park.

Table 5.5-3. Rohnert Park Community GHG Backcast, Inventory, and Forecasts

Sector	1990 Backcast		2010 Inventory		2015 Forecast		2020 Forecast		2040 Forecast		2050 Forecast	
Building Energy	84,930	29%	85,750	32%	98,490	31%	113,990	31%	119,030	32%	124,360	33%
On-road Transportation	158,100	54%	164,230	62%	202,600	64%	238,700	64%	226,890	61%	227,460	60%
Off-road Transportation and Equipment	4,020	1%	4,120	2%	5,130	2%	6,860	2%	12,220	3%	12,660	3%
Solid Waste Generation	40,830	14%	9,840	4%	10,810	3%	12,710	3%	13,130	4%	13,580	4%
Wastewater Treatment	70	0%	80	0.0%	80	0%	90	0%	100	0%	110	0%
Water Conveyance	3,370	1%	250	0.1%	320	0%	370	0%	400	0%	430	0%
Total	291,320	100%	264,260	100%	317,430	100%	372,730	100%	371,780	100%	378,610	100%
Per-Capita Emissions	8.0		6.4		7.5		7.9		7.3		6.9	

5.5.4 Greenhouse Gas Reduction Goal and Measures

The City of Rohnert Park joins the other Sonoma County communities to support the regional GHG emissions reduction target of 25% below 1990 countywide emissions by 2020 through adoption of 27 local GHG reduction measures. The City's GHG emissions under 2020 BAU conditions (in absence of state, regional, and local reduction measures) would be approximately 372,730 MTCO₂e. The City's local GHG reduction measures, in combination with state and regional measures, would reduce the City's GHG emissions in 2020 to 249,600 MTCO₂e, which would be a reduction of approximately 33% compared to 2020 BAU conditions. The City will achieve these reductions through reduction measures that are technologically feasible and cost-effective per AB 32 through a combination of state (69%), regional (19%), and local (12%) efforts. Per-capita reductions in Rohnert Park in 2020 would be 2.6 MTCO₂e per person. With the reduction measures in CA2020, per-capita emissions in Rohnert Park will be 5.3 MTCO₂e per person, a 34% reduction in per capita emissions compared to 1990.

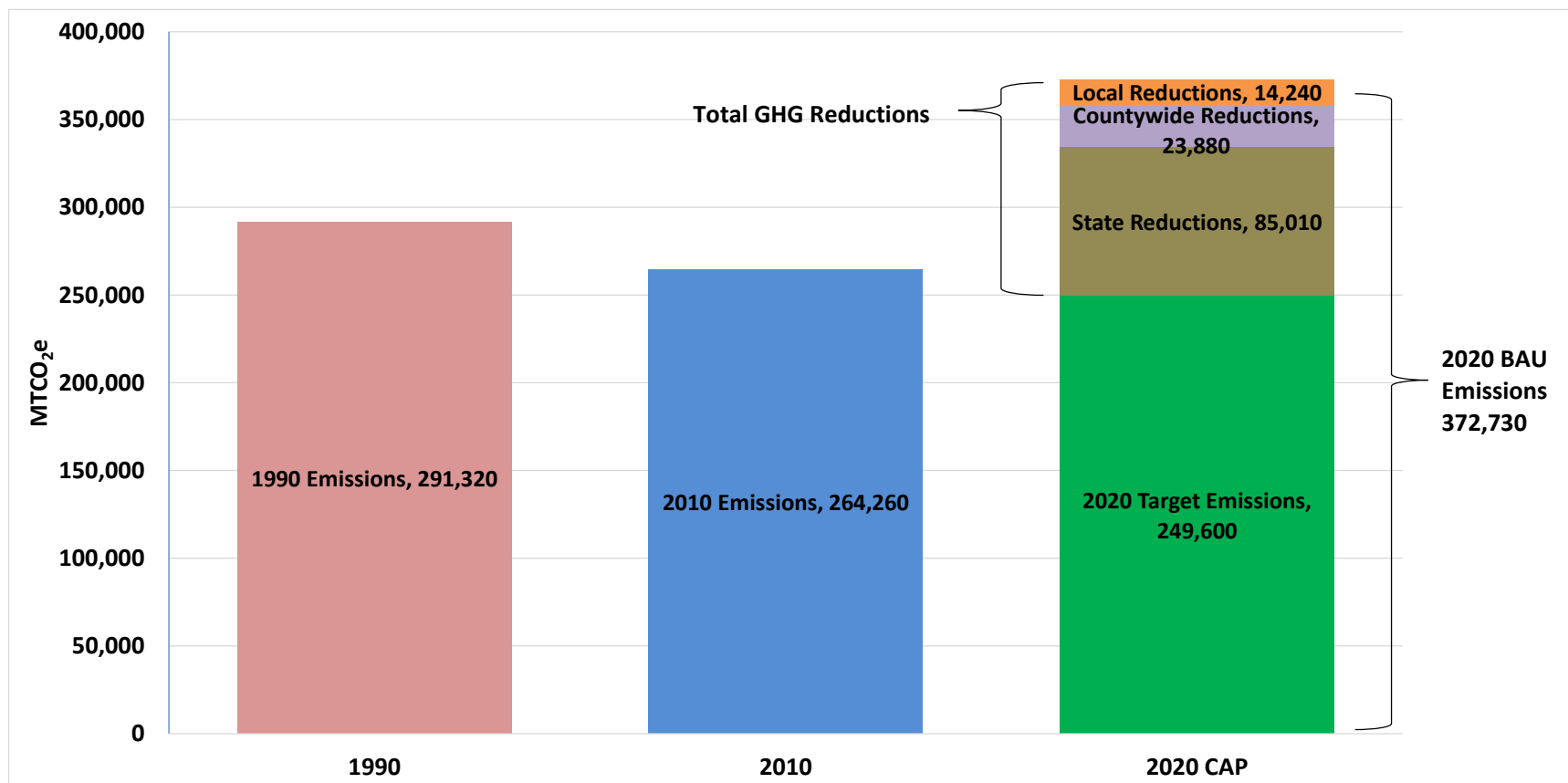
Table 5.5-4. Rohnert Park 2020 GHG Emissions Reductions by Sector

Sector		State	County-wide	Local	Total		
Building Energy	113,990	29,510	8,010	8,320	45,840	68,150	40%
On-Road Transportation	238,700	54,890	6,020	5,800	66,710	171,990	28%
Off-Road Transportation and Equipment	6,860	610	-	50	660	6,200	10%
Solid Waste Generation	12,710	-	9,540	-	9,540	3,170	75%
Water Conveyance	370	-	310	40	350	20.00	95%
Wastewater Treatment	90	-	-	40	40	50	44%
Total Emissions	372,730	85,010	23,880	14,240	123,130	249,600	33%
		69%	19%	12%			

Values may not sum due to rounding.

Figure 5.5-3 shows Rohnert Park's 1990 and 2010 GHG emissions total, 2020 BAU emissions forecast total, and the total emissions remaining after implementation of the City's reduction measures. The contribution of state, regional, and local reductions are overlaid on the 2020 BAU emissions forecast total, representing the total emissions reductions achieved in 2020. Like the other communities, Rohnert Park benefits greatly from the work the state and regional entities are committed to implementing on climate action. See Chapter 4 for more information on state and regional actions.

Figure 5.5-3. Rohnert Park 1990, 2010, and 2020 GHG Emissions; 2020 State and Local Reductions



Greenhouse Gas Reduction Measures

As shown in Table 5.5-5, the City of Rohnert Park will achieve its reduction goal through a combination of state, regional, and local measures. State reduction measures are implemented through state law, including some that require action by the City to comply with state mandates (e.g., Title 24 energy efficiency measures). State measure reductions total 85,010 MTCO₂e, which include the Pavley vehicle fuel efficiency standards, Title 24 building standards, the state's low carbon fuel standard, and the RPS, which will reduce GHG emissions in Rohnert Park's on-road, off-road, and building energy sectors in 2020.

Regional measures will reduce emissions by 23,880 MTCO₂e and will be implemented by regional entities, including the Regional Climate Protection Authority (RCPA), Sonoma County Water Agency (SCWA), County of Sonoma Energy Independence Office (ESD), Sonoma County Transportation Authority (SCTA), and Sonoma Clean Power (SCP).

An additional reduction of 14,240 MTCO₂e will be achieved through locally adopted measures, relevant to the City of Rohnert Park. The locally adopted measures, although not as high-achieving of GHG reductions as the state and regional measures, are important because they represent the actions that local communities can take directly. The communities have local control over their infrastructure and policies and have selected the local measures that best suit the needs of their community.

The three measures that will have the greatest impact in Rohnert Park are, in order of importance, Measure 8-L1 (Idling Ordinance), Measure 2-L4 (Solar in Existing Non-Residential Buildings), and Measure 5-L2 (Carpool-Incentives & Ride-Sharing Program). These three measures, in addition to reducing GHG emissions, will save energy, improve air quality and public health in the City, and conserve natural resources.

On the state level, the RPS and the Pavley measures have the greatest potential to reduce emissions in the City. Of the regional measures, the measures with the greatest impact are the CCA measure, the waste-to-energy measure, and the waste diversion measure.

Table 5.5-5 presents the individual GHG reduction measures that Rohnert Park has selected for the CAP. For more information on the specifics of each measure, see Appendix C.

City of Rohnert Park Electric Municipal Vehicle Fleet

Along with the other communities in the county, the City of Rohnert Park joined the Sonoma County Local Government EV Partnership to enter into an agreement with carmaker Nissan for the purpose of purchasing electric vehicles for the City's municipal vehicle fleet, and constructing a vehicle charging infrastructure. This partnership will help the City reduce its municipal operations GHG emissions.

Table 5.5-5. Rohnert Park 2020 GHG Emissions Reductions by Measure

✓ = Local Measure (otherwise State or Regional)	
Goal 1: Increase Building Energy Efficiency	
Measure 1-S1: Title 24 Standards for Commercial and Residential Buildings	3,634
Measure 1-S2: Lighting Efficiency and Toxics Reduction Act (AB 1109)	2,291
Measure 1-S3: Industrial Boiler Efficiency	NA
Measure 1-R1: Community Energy Efficiency Retrofits for Existing Buildings	103
Measure 1-R2: Expand the Community Energy Efficiency Retrofits Program	1,313
Measure 1-L2: Outdoor Lighting ✓	276
Measure 1-L3: Shade Tree Planting ✓	11
Goal 2: Increase Renewable Energy Use	32,841
Measure 2-S1: Renewables Portfolio Standard	23,461
Measure 2-S2: Solar Water Heaters	122
Measure 2-R1: Community Choice Aggregation	6,466
Measure 2-L1: Solar in New Residential Development ✓	59
Measure 2-L2: Solar in Existing Residential Building ✓	949
Measure 2-L3: Solar in New Non-Residential Developments ✓	185
Measure 2-L4: Solar in Existing Non-Residential Buildings ✓	1,599
Goal 3: Switch Equipment from Fossil Fuel to Electricity	308
Measure 3-L1: Convert to Electric Water Heating ✓	308
Goal 4: Reduce Travel Demand Through Focused Growth	1,773
Measure 4-L1: Mixed-Use Development in City Centers and Along Transit Corridors ✓	862
Measure 4-L2: Increase Transit Accessibility ✓	846
Measure 4-L3: Supporting Land Use Measures ✓	NQ
Measure 4-L4: Affordable Housing Linked to Transit ✓	64
Goal 5: Encourage a Shift Toward Low-Carbon Transportation Options	6,184
Measure 5-R1: Improve and Increase Transit Service	71
Measure 5-R2: Supporting Transit Measures	NQ
Measure 5-R3: Sonoma-Marín Area Rail Transit	NQ
Measure 5-R4: Trip Reduction Ordinance	851
Measure 5-R5: Supporting Measures for the Transportation Demand Management Program	NQ

✓ = Local Measure (otherwise State or Regional)	2020 GHG Reductions
Measure 5-R6: Reduced Transit Passes	788
Measure 5-R7: Alternative Travel Marketing & Optimize Online Service	630
Measure 5-R8: Safe Routes to School	1,803
Measure 5-R9: Car-sharing Program	NQ
Measure 5-R10: Bike Sharing Program	NQ
Measure 5-L1: Local Transportation Demand Management Program ✓	630
Measure 5-L2: Carpool-Incentives & Ride-Sharing Program ✓	1,229
Measure 5-L3: Guaranteed Ride Home ✓	NQ
Measure 5-L4: Supporting Bicycle/Pedestrian Measures ✓	NQ
Measure 5-L5: Traffic Calming ✓	183
Measure 5-L7: Supporting Parking Policy Measures ✓	NQ
Goal 6: Increase Vehicle and Equipment Fuel Efficiency	54,894
Measure 6-S1: Pavley Emissions Standards for Passenger Vehicles and the Low Carbon Fuel Standard	51,165
Measure 6-S2: Advanced Clean Cars	1,524
Measure 6-S3: Assembly Bill 32 Vehicle Efficiency Measures	2,205
Goal 7: Encourage a Shift Toward Low-Carbon Fuels in Vehicles and Equipment	2,485
Measure 7-S1: Low Carbon Fuel Standard: Off-Road	608
Measure 7-R1: Shift Sonoma County (Electric Vehicles)	1,874
Measure 7-L1: Electric Vehicle Charging Station Program ✓	3
Measure 7-L3: Reduce Fossil Fuel Use in Equipment through Efficiency or Fuel Switching ✓	NQ
Goal 8: Reduce Idling	2,027
Measure 8-L1: Idling Ordinance ✓	1,977
Measure 8-L2: Idling Ordinance for Construction Equipment ✓	50
Goal 9: Increase Solid Waste Diversion	3,760
Measure 9-R1: Waste Diversion Goal	3,760
Measure 9-L1: Create Construction and Demolition Reuse and Recycling Ordinance ✓	<1
Goal 10: Increase Capture and Use of Methane from Landfills	5,814
Measure 10-R1: Increase Landfill Methane Capture and Use for Energy	5,814
Goal 11: Reduce Water Consumption	5,005
Measure 11-R1: Countywide Water Conservation Support and Incentives	NQ

✓ = Local Measure (otherwise State or Regional)	2020 GHG Reductions
Measure 11-L1: Senate Bill SB X7-7 - Water Conservation Act of 2009* ✓	4,434
Measure 11-L2: Water Conservation for New Construction* ✓	162
Measure 11-L3: Water Conservation for Existing Buildings* ✓	409
Goal 12: Increase Recycled Water and Greywater Use	18
Measure 12-R1: Recycled Water*	10
Measure 12-L1: Greywater Use* ✓	8
Goal 13: Increase Water and Wastewater Infrastructure Efficiency	114
Measure 13-R1: Infrastructure and Water Supply Improvement	20
Measure 13-R2: Wastewater Treatment Equipment Efficiency*	93
Goal 14: Increase Use of Renewable Energy in Water and Wastewater Systems	282
Measure 14-R1: Sonoma County Water Agency Carbon Free Water by 2015	282
Total State Measures	85,010
Total County Measures	23,880
Total Local Measures	14,240
Grand Total Emissions	123,130

*Measures reduce emissions in multiple sectors (i.e. water and energy)

NQ = not quantified

5.5.5 Municipal Greenhouse Gas Reduction Measures

Like the other cities and the county, Rohnert Park has recognized the need to reduce GHG emissions from municipal operations. In 2007, the City adopted the “City of Rohnert Park Greenhouse Gas Emissions Reduction Action Plan Analysis.” The City has completed 19 climate action projects aimed at reducing municipal GHG emissions, including lighting and equipment retrofits, fleet improvements, and installing solar electricity generation on City Hall. The City also plans to implement even more ambitious climate action projects in the future, including more PV installations and lower carbon fuels for the municipal fleet.

Although municipal GHG reduction measures are not part of this countywide plan, the efforts of local communities are important and will continue in the future. Descriptions of potential municipal GHG reduction measures are provided in Appendix E as an informational resource.